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EXTRACT from the 'London Medical Review,' May 10th, 1890, by GEO. HERSCHILL, M.D. (Lond.)

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"The advantages of one mineral water over another may be put under the following heads:—
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"On examining the chief waters on the English market with a view of making a selection, one is struck with the fact that a newly-imported water, the 'Frasco' brand, contains 100 and 175 grains to the pound of Sulphates of Magnesia and Soda respectively. This is much in excess of the quantities contained by either Hunyadi Janos, Friedrichshall, or Aachen. It is evidently the strongest water by far, whilst at the same time it fortunately happens to be almost tasteless."

Price, cents 50 per bottle; per dozen \$5.50.
We are sole agents in China for the sale of FRANK JOSEF WATER.

Nos. 22 & 24, QUEEN'S ROAD CENTRAL.

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VEGETABLE
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FLOWER SEEDS,

SEASON 1891-92.

THE FIRST SHIPMENT OF OUR SUPPLY

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GARDEN SEEDS

for the Season has arrived and we are now prepared to book orders for prompt or forward execution. Complete Catalogues with concise directions for sowing can be obtained on application, or will be posted to any address. In these Catalogues the Seeds are Marginally Numbered in English and Chinese, and when ordering it is quite sufficient to only state the numbers of the kinds required.

Orders from one person, of from \$5 to \$10, allowed 25 % discount.

Orders from one person, over \$10 allowed an extra 5 % discount.

CLAY'S FERTILIZER.

A high class fertilizer for pot plants and for use in the garden generally: it supplies natural nourishment to the soil, and assists the process of assimilation, thereby aiding the plants to attain to their full size, vigour and beauty.

Sold in Tins containing 10 lb each.....\$1.50.
" " " " 25 lb " " " 4.00.

Directions for use are given on the label.

RANSOM'S "NEW PARIS" LAWN MOWERS.

The best and cheapest machines in the market; for sale at manufacturers' prices.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.

Hongkong, 24th August, 1891.

NOW READY.

[PUBLISHED BY AUTHORITY.]

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TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

The Hongkong Telegraph.

HONGKONG, SATURDAY, SEPTEMBER 5, 1891.

THE CASE OF TURNER v. BOMANJE, tried in the Summary Court on the 2nd inst. before Mr. E. J. ACKROYD, Acting Puisne Judge, is one of more than ordinary public interest, as the decision arrived at would appear to place no reasonable limit on the responsibility of employers for the losses of their irresponsible servants. The plaintiff is a policeman in the Naval Dockyard, the defendant a well-known and highly respected sharebroker, and on the 5th of June last the latter's private "ricksha" ran into a public vehicle of the same description, in which the plaintiff was seated, nearly opposite the Supreme Court-house.

According to the evidence, Mr. BOMANJE's "ricksha" was being propelled down D'Aguiar Street, and in turning the corner into Queen's Road it collided with the plaintiff's hired vehicle, the shafts striking the plaintiff, breaking four of his ribs and bruising him more or less severely. Plaintiff, in consequence of the accident, was confined in the Naval Hospital for forty-one days, and he sued for \$1000 as damages for injuries sustained, caused, as alleged in the statement of claim, by the negligence of defendant or his servants.

There cannot be the slightest doubt but that both plaintiff and defendant are entitled to public sympathy. It was certainly hard lines on the plaintiff that by no fault of his own and through no apparent contributory negligence, he should have suffered so severe a shock and painful injuries involving such serious consequences as forty-one days confinement in Hospital; and it was, in a sense, equally hard on defendant that he should be held legally liable in relatively heavy damages for an unfortunate contretemps over which he could not possibly have had any personal control, and which, if evidence means anything at all, was a pure accident.

The defendant, it was admitted had exhibited considerable solicitude for the injured man, and out of good feeling and in order to avoid trouble and litigation had actually offered compensation. He could not have done more, and notwithstanding the result of the trial we cannot but think that it was under the circumstances injudicious to bring such a case into court.

Mr. E. J. ACKROYD is such a careful and painstaking judge that it is with the utmost reluctance we venture to impugn his decision on this occasion; but we are really bound to say that we fail to find the slightest justification for his lordship's decision that negligence had been clearly proved. What was the negligence and where did it come in? Has the Acting Puisne Judge ever been propelled down D'Aguiar Street, or any other similar incline, in a "ricksha"? If not he should try the experiment, when he will find that instead of rushing down the street at reckless speed the coolies invariably do their utmost to "put on the brake." And in this instance defendant stated, and his statement was not controverted by any evidence deserving serious consideration, that the coolies were proceeding at an ordinary pace and that the accident happened after turning the corner into Queen's Road. It is true that another witness, a police constable who was in a "ricksha" in front of plaintiff's at the time of the occurrence, swore that defendant's vehicle came down the hill at a very fast pace; but considering that this expert estimated the rate of speed at about 14 miles an hour, and when it is remembered that no man living, not even the once famous long-distance runner DRUMBOOT, when thoroughly trained and with everything in his favor, has ever yet covered 12 miles inside the hour, we venture to think that his evidence was utterly valueless, and we cannot imagine what defendant's lawyer could have been thinking about to allow such nonsense to pass unchallenged. A couple of Chinese coolies, propelling a "ricksha" with a man of ordinary weight as passenger, might probably for a short journey and on a level road attain a speed of seven miles per hour, but to talk of them dashing along at the steamboat rate of 14 miles from the junction of D'Aguiar and Wellington Streets to the Hongkong Club is a simple absurdity. Besides, if this witness was just in front of plaintiff's "ricksha" when the collision occurred, he must have seen the wonderful facility of being able to see round corners, and that perhaps explains the optical delusion of 14 miles an hour!

The law on the subject would seem to be clear enough. It was, we opine, necessary to prove negligence on the part of his coolies to make defendant legally responsible. If such evidence was put in, it does not appear in the published reports of the trial; however, the Judge decided otherwise, and awarded plaintiff \$350 and costs. Assuming that plaintiff had sustained fatal injuries, would defendant, who had about as much to do with causing the accident as the man in the moon, have been held liable for manslaughter? Supposing Mr. BOMANJE, like the plaintiff, had been in a public vehicle with "outside" coolies, would he still have been responsible for any act of carelessness on their part? The question at issue as to the responsibility of employers in cases of this nature is so important that it might even be worth while, whilst fully recognizing the uncertainty of such a proceeding, to appeal against the Acting Puisne Judge's decision, and it is rather to be regretted that defendant failed to avail himself of the privilege of having the case originally tried by a jury. Meanwhile it would seem to be the duty of the authorities to insist on the shafts of all "rickshas" being guarded so as to prevent the possibility of such accidents, and also to take active steps to remove the disgraceful inefficiency of the regulation of "ricksha" traffic in the crowded centres of the city.

TELEGRAMS.

THE WEATHER AND THE CROPS.

LONDON, August 28th.
The continuous rainstorms are ruining the crops both in England and Ireland.

THE CANADIAN CENSUS.
The recent census of Canada shows an increase of half a million in the last decade.

MILITARY MANOEUVRES.
September 3rd.
The Emperor of Germany and General von Caprivi have left to be present at the Austrian manoeuvres. They will be met by the Emperor of Austria and Count G. Kalnoky.

LOCAL AND GENERAL.

THE Hongkong cricketers will leave for Shanghai by the steamship *Taiyang* on Tuesday next.

THERE is one good feature about a spider that many men lack—there are no flies on it.

ANNUAL general meeting of members of the Hongkong Cricket Club, on Monday, the 7th inst. Business, general.

ANGELINA—The man I marry must be handsome, brave, and clever. "Tomkins—Dear me! How fortunate we have met."

AT Sydney last month, in accordance with the eternal fitness of things, a Mr. Lamb married a Miss Mutton. Happy woman, thus to renew her youth!

HARMONY'S circus opened at Peking yesterday and, of course, will show in India before paying China a visit. This may eventuate a few months hence.

A LONDON firm is advertising a pair of 12s. 6d. trousers offers this additional inducement to purchasers—"These trousers have been worn continuously for the last twelve years."

WORK TALK, a hawker by profession but the keeper of a common gambling house according to the police, had to pay \$25 for the privilege this morning.

THE Agents (Messrs. Dodwell, Carhill & Co.) inform us that the steamship *Chiffon*, from Glasgow, left Singapore yesterday afternoon for this port.

It is reported on good authority that a real live "big man" has been discovered in the vicinity of Spring Gardens. Can't be "Brewster," we wonder!

FOR assaulting E. O. Yan Lin no less than fifteen native sailors were docked at the Magistrate's Court to-day, but the case was adjourned until Wednesday, bail being allowed.

IN view of a recent magazine article on "The Modesty of Nature," it has been remarked that the trees have now taken their summer clothes out of their trunks, and covered their bare limbs with them.

WHAT'S in a motto? Nothing much, perhaps, but it is a little curious that while Sir William Gordon-Cumming boasts the device "Sine Pene" the Wilson escutcheon has "Semper Vigilans" engraved upon it.

Mrs. Newman—I find a husband's attentions are a good deal like breakfast.

Mrs. Newman—How so, dear?

Mrs. Newman—Before marriage they are overdone; after it, they are very rare!

ST. PETER'S SEAMEN'S CHURCH.—The Mission steam-launch *Day Spring* will call alongside vessels hoisting color pennant C, between 9 and 10.30 a.m. on Sunday to convey men ashore to the 11 o'clock service, returning about 12.30.

A FEW years ago an Adelaide parson and temperance lecturer made a fortune by investments in mining stock. Not satisfied with his "pile," he started as a broker, and also invested a large sum in a brewery, throwing up his church. Now he is a brewery clerk at \$3 a week.

Mrs. PLOTTER—George you were talking in your sleep last night.

Her Husband—"Er—no—my dear, you must be mistaken. I—any way—"

Mrs. Plotter—"Any way, I want \$20 for a new dress." (She gets it.)

THE Spanish Consul has received a telegram from Manila announcing that there is a depression in the far distant Pacific Ocean, somewhere to the N.W. of Luzon.

TWO men Sin Chik and Wu Shik Kai who are charged with kidnapping a girl named Kwok Wan Hoo for purposes of prostitution, were again remanded for a week by Mr. Wise to-day.

THE body of the girl who was drowned through the accident which occurred on Tuesday last, when a sampan was accidentally fouled by the propeller of the *Thalia*, was found at Yau-ma-tei this morning.

SIX Celestials were run in this morning by Inspector Mann on a charge of keeping a common gambling house at 335 Queen's Road. The reputed "Boss" was fined \$25 and the balance \$5 each.

WE would direct the attention of the Government to the present disgraceful state of the Shan-ki-wan road. At this is a favorite drive during the summer evenings it would be well to have the necessary repairs effected at once.

OGGIS Christasamy, hailing from Mauritius but of no particular address or occupation just now, was sent to prison for three days by the Magistrate this morning for going on the "drunk." It is presumed that at least half of this term was inflicted on account of the prisoner's name.

CLYDE CLIFT, an engineer belonging to the steamer *Glenloch*, whose attempted suicide was reported on Wednesday was up before Mr. A. G. Wise this morning and was discharged with a few words of sensible advice which it is to be hoped the defendant will bear in mind. He will be sent on to Shanghai to join his ship.

THINGS were lively at the Police Court to-day when no less than 143 "squatters" took the line for neglecting to take out the necessary license. About half the number put in the plea of poverty, but when they found that they had no alternative but to fork out, most of them did manage to find the desired Mexican money in odd corners of their apparel.

WILLIAM THOMAS, a fireman belonging to the steamer *Crown of Aragon*, was charged at the instance of Captain Durwood with having refused duty on board that boat. The defendant explained that as he had no suitable clothing it was impossible for him to work. Mr. Wise didn't see it apparently for he inflicted the severe, and what seems somewhat harsh, sentence of three weeks' imprisonment. Of course the usual alternative (a fine of \$7) was allowed, but how would it be possible for a man who claimed that he had no clothes, to find \$7?

WILLIAM COLSTON, at one time a member of the Hongkong Public Works Department, was tried at Melbourne on July 20th for the murder, on the 21st of February last, of Mrs. Mary Elizabeth Davis at Narbethong, Victoria. The only defence raised was that of insanity. The jury found the prisoner guilty of wilful murder, that he was not insane at the time of the murder and was perfectly sane now. Mr. Justice Molesworth passed sentence of death, but promised to state a case for the judges of the Supreme Court as to the legal accuracy of his definition to the jury of the word "insane," which had been challenged by counsel.

NIRL MCCOLL and William Hegen, privates in the 9th Regiment, were charged before Mr. Wise with disorderly conduct and assaulting P. C. Wing Sing. NirL admitted he looked upon the wing when it was red, but could remember nothing of the alleged assault. Hegen, however, was seen making off by a "death or glory" rate, and was "chivvied" at a "bobby" who had seen something of the affair. Speed favored William for a time, but unluckily for him there was an uncovered hole in Pottinger Street into which he fell, and of course was captured. NirL paid five dollars for his escapade and his chum two.

ALL the young "bloody" of the town will be delighted to learn that it is now permissible to "spank" a refractory "boy" at the trifling cost of five cents. At least so Mr. Wise decided this morning in the cross case of Mr. H. B. Pike and Leung Chai Hol. The latter was a servant at the mess of the Hongkong and Shanghai Bank and it seems that he preferred quietly resting in a chair to performing some order that Mr. Pike given him, but which the "boy" contended was not within the line of his "dignity." The frate Pike then went to the charge and smacked the rebellious one over the ear a couple of times. Leung defended himself valiantly with his foot and by a dexterous manipulation of his *quinn*, but the pace was too hot to last and Leung ran, leaving Mr. P. master of the situation. The "boy" was fined \$5 for disobeying the order, and Pike five cents for the assault.

WHILE coming down in the tram last evening Mr. W. Legge met with a very serious accident, and one which is perhaps not devoid of danger even now. He had been up to a garden-party somewhere in the vicinity of Mount Everest or Mount Ararat, and was returning home with some friends. From what we can gather it seems that he went to the assistance of a lady who desired to alight at the Bowen Road stopping-place, but in so doing he fell out of the carriage and rolled a considerable distance down the hill. He was eventually assisted into the carriage again by some of the passengers, and fortunately Doctor Hartigan was awaiting the tram at the terminus and had Mr. Legge conveyed in a chair to the Government Civil Hospital, where he now lies. His injuries are very severe, having his collar-bone, shoulder-blade and three ribs broken, besides several wounds and bruises about the head and body.

AN Australian paper in speculating upon the reported marriage of Mrs. Brown Potter and Mr. "Curly" Bellow whilst on their Eastern tour, takes up the grid-iron and struts as below:—

Mrs. P. and Kyrie Bellow, Is this pretty true?

Have you joined hearts and hands And are you in furlin lands?

Are you, tell us, madam, pray, Sworn to honors and obey?

Kyrie of the grizzled locks, Gushing voice, and sullen socks?

Tell us truly, Kyrie, P., Have you pitched yourself away—

Have you gone and said "I will"? Better to be single still.

Marriage is a step to gain? Why then, make, whenever you've got her,

Mr. Bellow of Mrs. Potter Follow say there's fun in life

Hugging someone else's wife; But they say the pleasure's down

If you have to buy your own Cupid lingers, arid thing!

Near you till you buy the ring; Near that ring begins to wear

Cupid's gone—he isn't there.

"I WANT to pay this bill," said the cynical globe trotter to the Hotel clerk; "but I think you have made a slight error here in my favour. I've been looking over the extras, and I cannot find that you have charged anything for telling me you thought it might rain last night."

At the Reception.—
Black—Did you have enough to eat?
Brown—No. Went to the table four times, but there was a man there who was making such a hog of himself that I was ashamed to eat all I wanted.

"I THINK, ASOO," said the Missis, only very recently married, after a careful study of the market list, "that we will have some oel for the second course to-night." "How muchee, Missessee," asked the "boy." "I think, ASOO, that ten yards can do," was the startling response.

"PAPA," inquired the editor's only son, "what do you call your office?"

"Well," was the reply, "the world calls an editor's office the *sanctum sanctorum*, but I don't."

"Then, I guess," and the boy was thoughtful for a moment, "that mamma's office is a *sanctum sanctorum*, isn't it?"

AMONG the many delightful *bon mots* of James Henderson Connolly, the novelist, one of the best and one that will come home to an army of good fellows in Hongkong is the following. "The chief charm of intoxication lies in the fact that it converts sadness into a series of vistas of infinite beauty intermingled between great, gray walls of absolute oblivion!"

SUUM CUQUE.
Miss Angles—Is it not a wise dispensation of Heaven that the strong winds which disarrange the hair of the wicked men who would profit from our confusion?

Miss Plummer—Not at all. I think it's real hard on the boys.

OLD DON BASILLO drinks off a glass of wine with great relish, smacks his lips and says: "And there are fools in the world who say wine is too strong to drink alone. It does me good." Dona Ana (his wife)—"My dear, I have put water in your wine regularly for the last fifteen years." Don Basilio (with impressive wrath)—"Adulterated my wine! Fifteen years! Adulterated!"

ARE you troubled with an encarninated proboscis? "Then daily steep your nose for some time in warm water. The pores of the skin being thoroughly opened, then apply, for an hour, a thick plaster of ordinary wheat-flour and water. After a week of this treatment 'the nose loses its purple or flame-colour hue, and becomes pink and healthy.' We commend this course to all whom it may concern. 'It would be invidious to mention names.'

A SILVER mine in Colorado is about to be worked by electricity. The mine is at the top of a mountain about 2000 feet high, and the carrying up of coal has hitherto been a very serious item of expense. It is the intention of the mining company to utilize a waterfall at the foot of the mountain, where an electric plant to generate 100-horse-power will be placed. The power will be transmitted thence to the motors at the summit of the mountain, and the mining operations will be conducted wholly by electricity.

THE New Cavalry Regulations have lately been published. The principal are that the pace of the gallop is to be increased from 12 to 15 miles an hour; that what have hitherto been known as "divisions" are to be called "troops," and that in column the rear rank is to be only half a horse's length from the front rank, dropping back when in line to one horse's length. Under these Regulations a squadron may be divided into three or four "troops," the strength of these "troops" has not yet been settled, but they are to be either 12 or 16 file, according to the number of men in the ranks. The "double column" has disappeared from the drill-book, and it is under consideration whether half sections cannot also be done away with. The term "man" has been substituted in lieu of squadron columns at close intervals, the interval being two horses' lengths. Various changes have also been introduced in the words of command.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

The following is the report for presentation to the shareholders at the Twenty-fifth Ordinary Meeting, to be held on Thursday, September 17th, 1891, at 4 o'clock p.m.

The Directors have now the pleasure to lay before the shareholders a statement of the Company's Accounts for the year ended April 30th last.

The net premium earned amount to \$721,567.47, as against \$655,507.45 collected during the previous twelve months.

The working account shows a balance at credit of \$505,418.00, which sum the Directors recommend be appropriated in the following manner:—

A dividend of 18 per cent. to shareholders.....\$105,000.00

A dividend of 15 per cent. on contributions, payable to all contributors of business whether shareholders or not.....100,000.00

To be transferred to Reserve Fund.....50,000.00

To be carried to New Account.....245,418.00

\$505,418.00

With the above addition will amount to \$700,000.00.

THE RESERVE FUND.

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THE above addition will amount to \$700,000.00.

For Sale.

1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 26

THE HONGKONG TELEGRAPH

HONGKONG, SATURDAY, SEPTEMBER 5, 1891.

Commercial.

THE WEEK'S SHARE BUSINESS.

Hongkong, September 5th.
During the past week business on "the Rialto" has been almost entirely confined to three stocks—Banks, China and Japan, and Imuris. In those specialties some very considerable transactions have been put through.

Hongkong and Shanghai Bank scrip is in decidedly better odour than was the case when we last wrote. Early in the week a goodly number of shares were bought at 172 for cash and 173 for delivery on the 25th instant, and the demand continuing, the rate rose to 175 for the settlement, but even at that figure shares have been difficult to obtain. A very large business, however, was arranged at 176 and 177 for December 25th. To-day the stock is firmer, and shares are difficult to get at 175 for cash.

Extensive orders from the North for shares of the Bank of China, Japan and the Straits, led to numerous inquiries, and transfers to a large extent have been made at 15 for cash, and also at the same rate for delivery on December 25th.

Imuris stock has been, as was to be expected in view of recent events, the medium of numerous investments, speculative and otherwise. In the beginning of the week the general tendency was towards depression, but almost constant telegraphic inquiries from Shanghai managed to fairly maintain the old rate. Shares have changed hands at from 6½ to 8, and there are now cash buyers at 7. We repeat our advice of last week regarding this stock—wait and watch.

Notwithstanding the presumed good news from London regarding the formation of a new company there to take over and work on joint account a portion of the Société Française des Charbonnages du Tonkin's concession on Hongay Island, "Charbonnages" have been absolutely neglected, and in other stocks nothing calling for special reference has been reported.

LATEST QUOTATIONS.

Hongkong and Shanghai Bank, 175 per cent. prem., Ex. all, buyers.
Union Insurance Society of Canton—\$95 per share, buyers.
China Traders' Insurance Company—\$6½ per share, buyers.
North China Insurance—Tls. 255 per share, sellers.
Canton Insurance Company, Limited—\$112 per share, buyers.
Yangtze Insurance Association—Tls. 70 buyers.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—\$317 per share, buyers.
China Fire Insurance Company—\$86½ per share, buyers.
Hongkong and Whampoa Dock Company—\$90 per cent. premium, sellers.
Hongkong, Canton, and Macao Steamboat Co.—\$33½ per share, sellers.
China and Manila Steam Ship Company—60 per share, sellers.
Hongkong Gas Company—\$131 per share, sellers.
Hongkong Hotel Company—\$65 per share, buyers.
Hongkong Hotel Co.'s Six per cent. Debentures—\$501.
Indo-China Steam Navigation Company, Limited—30 per cent. discount, sellers.
Douglas Steamship Company—\$41 per share, buyers.
China Sugar Refining Company, Limited—\$168 per share, sellers.
Luzon Sugar Refining Company, Limited—\$60 per share, sellers.
Hongkong Ice Company—\$86 per share, sellers.
Hongkong and China Bakery Company, Limited—\$75 per share.
Hongkong Dairy Farm Co., Limited—\$7 per share, sellers.
A. S. Watson & Co., Limited—\$20 per share, ex. div., buyers.
Chinese Imperial Loan of 1884 B—2½ per cent. premium, sellers.
Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.
Chinese Imperial Loan of 1886 E—14 per cent. premium.
Hongkong Rope Manufacturing Company, Limited—\$113 per share, sellers.
The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.
Punjom and Sunghie Dua Samantan Mining Co.—\$31 per share, sellers.
The Raub Gold Mining Co., Limited—\$0.80 per share, buyers.
Imuris Mining Co., Limited—\$7 per share, buyers.
The Balmoral Gold Mining Co., Limited—\$4 per share, sellers.
Hongkong and Kowloon Wharf and Godown Company—\$72 per share, sellers.
Tonquin Coal Mining Co.—\$400 per share, sellers.
The Hongkong High-Level Tramway Co., Limited—\$65 per share, buyers.
H. G. Brown & Co., Limited—\$47 per share, sellers.
Crescent & Co., Limited—\$25 per share, nominal.

The Steam Ranch Co., Limited—nominal.
The Austin Arms, Fitting and Building Company, Limited—\$10 per share, sellers.
The China-Borneo Co., Limited—\$10 per share, sales.
The Hongkong Brick and Cement Co., Limited—\$12 per share, sellers.
The Green Island Cement Co.—\$10 per share, sellers.
The Hongkong Land Investment Co., Limited—\$76 per share, sellers.
The Hongkong Electric Light Co., Limited—\$6 per share, sellers.
Geo. Fenwick & Co., Limited—\$15 per share, sellers.
The West Point Buildings Co., Limited—\$26 per share, sellers.
The Peak Hotel and Trading Co., Limited—\$5 per share, sellers.
The Labuk Planting Co., Limited—\$10 per share, sellers.
The Jebeu Mining and Trading Co., Limited—\$34 per share, sellers.
The Selama Tin Mining Co., Limited—50 cents per share, sellers.
The Shamen Hotel Co., Limited—nominal.
The Kowloon Land Investment Co., Limited—\$15 per share, buyers.
The Bank of China, Japan & the Straits, Ltd.—\$15 per share, sales and sellers.
The Bank of China, Japan & the Straits Ltd.—Founders' shares, £145 per share, nominal.
London and Pacific Petroleum Co., Ltd.—£17, sellers.
The National Bank of China, Ltd.—70 per cent. dis., buyers.
The National Bank of China, Ltd.—Founders' shares, \$170 per share, buyers.

EXCHANGE.

ON LONDON—Bank, T. T. 3/2
Bank Bills, on demand 3/2½
Bank Bills, at 4 months' sight ... 3/2½
Credits at 4 months' sight 3/3½
Documentary Bills, at 4 months' sight 3/3
ON PARIS—
Bank, Bills, on demand 4.02
Credits, at 4 months' sight 4.11
On India, T. T. 221½
On Demand 221½
ON SHANGHAI—
Bank, T. T. 72½
Private, 30 days' sight 72½

MAILS EXPECTED.

THE FRENCH MAIL.
The Messageries Maritimes Co.'s steamer *Saghalien*, with the French mail of the 7th ultimo, left Singapore on the 2nd instant at 6 a.m. and may be expected here on the 9th.
THE AMERICAN MAIL.
The P. M. S. S. Co.'s steamer *City of Peking*, with mails, &c., from San Francisco to the 11th ultimo, via Honolulu, left Yokohama on the 4th instant and may be expected here on the 9th.
THE CANADIAN MAIL.
The Canadian Pacific Steamship Co.'s steamer *Parthia*, with the next Canadian mail, from Vancouver, left Yokohama on the 4th instant for Shanghai and Hongkong.

STEAMERS EXPECTED.

The steamer *Hankow* left Singapore on the afternoon of the 1st instant and may be expected here on the 7th.
The D. D. R. steamer *Electra* left Singapore on the 4th instant and is due here on the 10th.
The China Shippers' Mutual S. N. Co.'s steamer *Hampshire*, from London and Liverpool, passed the Canal on the 21st ultimo and may be considered due at Penang on or about the 10th instant.
The China Shippers' Mutual S. N. Co.'s steamer *Katsow*, from London and Liverpool, passed the Canal on the 2nd instant and may be considered due at Singapore on the 20th.
The P. & O. S. N. Co.'s steamer *Shanghai* left Colombo on the 20th ultimo at daylight.
The P. & O. S. N. Co.'s steamer *Brindisi* left London for this port on the 28th ultimo.

Shipping.

ARRIVALS.

DEVAWONGSE, British steamer, 1,057, P. H. Loff, 4th Sept.,—Sourabaya 24th August, Sugar and General.—Yuen Fat Hong.
PROMETHEUS, British steamer, 1,492, Webster, 4th September,—Shanghai 1st September, General.—Butterfield & Swire.
CYCLOPS, British steamer, 1,365, Hugh Nish, 5th Sept.,—Singapore 30th Aug., General.—Butterfield & Swire.
ARDGAY, British steamer, 1,110, J. Thom, 5th Sept.,—Wuhu and Woosung, 31st August, General.—Jardine, Matheson & Co.
CHI-YUEN, Chinese steamer, 1,212, C. R. Null, 5th Sept.,—Canton 5th Sept., General.—C. M. S. N. Co.
MACDUFF, British steamer, 1,882, E. Porter, 5th Sept.,—Amoy 4th September, General.—Dodwell, Carill & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Venelia, British steamer, for Singapore, &c.
Della, French steamer, for Holhow, &c.
Kong Beng, British steamer, for Swatow, &c.
Dardanus, British steamer, for Amoy.
Prometheus, British steamer, for Singapore, &c.
Cyclops, British steamer, for Yokohama.
Fokien, British steamer, for Swatow, &c.
Holstein, German steamer, for Saigon.

DEPARTURES.

September 5, *Arday*, British str., for Canton.
September 5, *Vrona*, British steamer, for Nagasaki, &c.
September 5, *Kong Beng*, British steamer, for Swatow, &c.

September 5, *Venelia*, British str., for Singapore, &c.

PASSENGERS—ARRIVALS.

Per *Cyclops*, str., from Singapore.—51 Chinese.
Per *Arday*, str., from Wuhu, &c.—10 Chinese.

REPORTS.

The British steamship *Devawongse* reports that she left Sourabaya on the 24th ultimo. Experienced moderate southerly winds and strong south-west monsoon, with squalls off Cape Padaran. The latter part of the voyage met with variable easterly winds with rain.

The British steamship *Cyclops* reports that she left Singapore on the 30th ultimo. From Singapore to Paracels had strong monsoon from northward of Paracels, and had moderate easterly winds with heavy squalls and much rain. On the 2nd instant, spoke the ship *Canara*, in lat. 13 north and long. 112 east, all well.

Post Office.

A MAIL WILL CLOSE.

For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, and Melbourne.—Per *Taiyuan* on Monday, the 7th instant, at 2.30 P.M.
For Yokohama, Kobe, and Nagasaki.—Per *Cyclops* on Monday, the 7th instant, at 2.30 P.M.
For Singapore, Mauritius, Port Natal, East London, Port Elizabeth, and Cape Town.—Per *Crown of Arragon* on Monday, the 7th inst., at 2.30 P.M.

SHIPPING IN HONGKONG.

STEAMERS.

ACTIV, Danish steamer, 355, H. Hygam, 2nd Sept.,—Pakhoi 31st August, and Holhow 1st Sept., General.—A. R. Marty.
BORMIDA, Italian steamer, 1, 99, F. Susini, 29th August,—Bombay 11th August, and Singapore 23rd, General.—Carlowitz & Co.
CAMELOT, British steamer, 369, H. Peters, 4th Sept.,—Amoy 27th August, Ballast.—Master.
CONTINENTAL, Dutch steamer, 671, C. Schall, 3rd September,—Bangkok 26th August, Rice.—Wieler & Co.
CROWN OF ARRAGON, British steamer, 1,485, J. Darward, 1st Sept.,—Fochow 30th Aug., Tea.—Order.
DARDANUS, British steamer, 1,507, Purdy, 2nd Sept.,—Liverpool 17th July, and Singapore 27th August, General.—Butterfield & Swire.
DECIMA, German steamer, 965, C. Christensen, 31st August,—Sourabaya 21st Aug., Sugar.—Geo. R. Stevens & Co.
EMPRESS OF INDIA, British steamer, 3,003, O. P. Marshall, R.N.R., 20th August,—Vancouver 29th July, Yokohama 13th, and Shanghai 17th, General.—Dodwell, Carill & Co.
FORKEN, British steamer, 509, W. Davis, 4th Sept.,—Tamsui 31st August, Amoy 2nd Sept., and Swatow 3rd, General.—D. Laprak & Co.
KUTSANG, British str., 1,495, W. Hall Jackson, 1st Sept.,—Calcutta 16th August, Penang 23rd, and Singapore 27th, General.—Jardine, Matheson & Co.
MONKSEATON, British steamer, 1,892, J. N. Beazley, 27th August,—Saigon 21st August, General.—Dodwell, Carill & Co.
TAI-YUAN, British steamer, 1,459, R. Nelson, 31st August,—Kobe (Japan) 26th Aug., General.—Butterfield & Swire.
YIKSANG, British steamer, 317, Galesworthy, 1st Sept.,—Manila 28th August, General.—Jardine, Matheson & Co.

SAILING VESSELS.

CARL FRIEDRICH, German ship, 2,040, H. Fröhlich, 5th July,—Cardiff 21st March, Coals.—Melchers & Co.
ELSE, German ship, 1,375, Th. Pflieger, 5th August,—Cardiff 9th March, Coal.—Siemens & Co.
HARVARD, American bark, 986, L. A. Colcord, 27th August,—Shanghai 11th August, Ballast.—Order.
IRIS, British sch., 206, Shaw, 31st August,—Geraldton, W.A., 1st August, Sandalwood.—Order.
ISABEL, Norwegian ship, 1,260, S. Hegge, 18th August,—Shanghai 1st August, Ballast.—Reuter, Brockelmann & Co.
JESSONDA, German bark, 883, Aug. Oesselmann, 29th July,—Newcastle, N.S.W., 24th May, Coals.—Geo. R. Stevens & Co.
KITTY, British bark, 803, Wilson, 21st July,—Singapore 7th July, Timber.—D. Musso.
MARIA, Spanish schooner, 51, Francisco Oloneo, 9th July,—Manila 18th June, Ballast.—Master.
MARIE BERG, German bark, 536, H. Hindrichs, 26th August,—Whampoa 25th August, General.—Wieler & Co.
N. PENDLETON, American ship, 1,385, J. N. Pendleton, 23rd August,—New York 19th April, Kerosene Oil.—Shewan & Co.
PORTLAND LLOYDS, American bark, 1,180, A. H. Forbes, 13th July,—New York 16th March, Petroleum.—Shewan & Co.
STANFIELD, British bark, 590, J. Clark, 3rd July,—Sourabaya 14th June, Ballast.—Captain.
WESTERN BELLE, American bark, 1,074, L. C. Sweeney, 4th Sept.,—New York 14th May, Kerosene Oil.—Russell & Co.
ZEBINA GONDY, British bark, 1,087, E. E. Manning, 23rd August,—New York 18th April, Kerosene Oil.—Arnhold, Karberg & Co.

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